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CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

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25 YEAR RE-REVIEW

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COUNTRY USSR, Turkmen SSR

DATE DISTR. 17 Sept 1954

SUBJECT 1. Tedzhen-Serakhs Railroad
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1. [redacted] the Tedzhen-Serakhs railroad line. [redacted] was a single track railroad line, normal Soviet gauge, connecting Tedzhen with Serakhs, where it ended. [redacted] a captain in the Border Troops, Mikhail KISHCHENKO, who served somewhere around Serakhs, used this railroad line travelling to and from Ashkhabad. In January 1953, when there was a conference of Communist Party members at the headquarters of the Turkmenian Border District in Ashkhabad, several border troop officers from Serakhs and the adjoining localities came by train to Tedzhen and continued to Ashkhabad.

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[redacted] like all other railroad lines in the southern regions of the USSR, this one follows the valley of some river. In this case it would be the Tedzhen River.

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2. Concerning the density of traffic, [redacted] although there was a border control and check point in Kushka and some trade was going on through this point with Afghanistan and there was a rifle division stationed in Kushka (one regiment detached in Tash-Kepri), -- there was only one pair of passenger trains on the railroad line Mary-Kushka every 48 hours and a couple of freight trains each way daily. Since no large size army units were stationed in and around Serakhs, and [redacted] there was no crossing point to Iran in Serakhs vicinity, the traffic on the railroad line Tedzhen-Serakhs was certainly considerably lower than between Mary and Kushka.

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3. No new road construction in Kushka and adjoining areas [redacted] The existing roads are sand roads three to four meters wide without a hard surface. The traffic of motor vehicles and horse-drawn vehicles (used by indigenous population) is very low. In the summertime motor vehicle transportation is possible only at night because there are steep hills and in the heat the water starts boiling in the radiators after a few miles.

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4. In the Kushka area there is no air activity across the border. A primitive airfield in the village of Morgunovskiy accepts border troop liaison PO-2 planes, and LI-2 (?) transport planes are sometimes sent there from Tashkent, which is the seat of the Turkestan Military District Headquarters. PO-2 planes land on Morgunovskiy airstrip two to three times monthly. Transport planes from Tashkent land once in several months.

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